



# Long Beach Bicycle Master Plan Goals and Objectives

Specific goals and objectives have been created which help to establish the principles for a comprehensive Bicycle Master Plan. These goals and objectives include detailed policy and action items to support them.

In determining the goals and objectives, the relationship to other plans, policies and legislation are considered. Then the goals and objectives from the Technical Advisory Committee, public workshops and experience of the consultants are all incorporated together to form the basis of the Bicycle Master Plan.

## **Relationship between this Plan and other Planning Efforts in Long Beach**

The Bicycle Master Plan is an implementation component of the Transportation Element of the General Plan. It has a comprehensive scope and authority required to coordinate and guide the provisions of all bicycle-related plans, programs and projects.

The Long Beach Bicycle Master Plan also ensures compatibility of all of other studies or planning efforts which relate to one element or aspect of the roads and bikeways. The studies or planning efforts listed below have been reviewed and consulted, reviewed for consistency, and where appropriate, folded into Long Beach's Bicycle Master Plan:

### Long Beach General Plan Transportation Element (1991)

The Transportation Element has a goal to maintain or improve the City's current ability to move people and goods to and from activity centers while reinforcing the quality of life. A further recommendation states that bicycle movement should also be

**Relationship between this Plan and Planning Efforts in Long Beach, continued**

promoted as viable non-motorized means for personal as well as recreational travel, and that the roads and bikeways should be safe and provide convenient connections with major generators of trips. The Transportation Element of the General Plan contains a network of Class I, II and III bikeways illustrated in map form, as well as general guiding and implementing bikeway policies and objectives. These have been used as a starting point for the Bicycle Master Plan.

**Long Beach Strategic Plan 2010**

Adopted in December of 1999, the City of Long Beach released a new Strategic Plan for the next ten years. The purpose of the Strategic Plan is to create and refine a long-term vision for Long Beach to ensure the quality of life for the community. The Strategic Plan sets forth goals, policies and actions to ensure and enhance the quality of life for its citizens. In relation to the Bicycle Master Plan, there is a recommendation to encourage mixed-use developments that will enhance the use of public transit, bikes and pedestrian traffic, and reduce emissions from single passenger vehicles. It also specifically mentions the importance of the "development of linkages between transit, bicycles and other transportation modes, such as the Bikestation". Another strategic action suggests an "increase in transportation access to programs and services for youth".

**Los Angeles County Metropolitan Transportation Authority (LACMTA) Countywide Bicycle Policy Document (1994)**

In 1994, the LACMTA developed the Countywide Bicycle Policy Document to establish policies towards planning and programming of bicycle projects in order to ensure connectivity of bikeways on a regional level. It serves as a key reference and is used as part of a funding criterion for the development of regional bicycle routes for the sub regions of Los Angeles County. The City of Long Beach is included in the South Bay Area Bicycle Master Plan.

**Southern California Association of Governments (SCAG) Regional Transportation Plan (1998)**

In 1998, the Southern California Association of Governments prepared its most recent Regional Transportation Plan (RTP) the purpose of the RTP is to provide a coordinated approach to

**Relationship Between this Plan and Planning Efforts in Long Beach, continued**

mobility, air quality and other regional goals related to transportation. The RTP states a plan of action to improve or construct priority bicycle and pedestrian facilities identified in County and sub-regional non-motorized plans. It does not include its own bicycle plan, but rather incorporates the LACMTA regional plans. SCAG will be updating the RTP in the year 2001.

**Bikeway Plans for Neighboring Cities**

Bicycle Plans of neighboring cities are considered in order to ensure connectivity on a regional level. Plans for the neighboring cities of Los Angeles, Carson, Compton, Lakewood, Hawaiian Gardens, Signal Hill, Los Alamitos and Seal Beach have been analyzed carefully. Major connecting streets or routes that are considered include Pacific Coast Highway, Anaheim Street, Del Amo Boulevard, South Street, Candlewood Street, Carson Street, Paramount Boulevard, Downey Avenue, Lakewood Boulevard, Clark Avenue, Bellflower Boulevard, Woodruff Avenue, Palo Verde Avenue, Orange Avenue, Cerritos Avenue, Alamitos Avenue, Westminster Avenue and Marina Drive. In addition, the Los Angeles County has existing bike paths on the Los Angeles River, San Gabriel River and Coyote Creek which provide strong connectivity to areas outside of Long Beach.

**Relevant Legislation and Policies**

Aside from the City's own General Plan, which identifies specific goals and policies that are relevant to the bicycle master plan, there are other regional, state, and federal requirements for master plans which are primarily related to funding.

The Los Angeles Metropolitan Transportation Authority (MTA) is the regional organization, which is the main funding conduit for bikeway funds into Long Beach. A Countywide Bicycle Policy Document was developed by the MTA. This document establishes policies and programming of bicycle projects and divides the County into sub regions, of which Long Beach is a part of the South Bay Area Bicycle Master Plan. In addition, the Southern California Association of Governments (SCAG) has incorporated the MTA's Countywide Bicycle Policy Document as part of SCAG's Regional Transportation Document. Bicycle funding from the MTA is based on the regional Bicycle

**Relevant Legislation and Policies, continued**

Master Plan and a City's Bicycle Master Plan.

Caltrans has played an oversight and review role for federal funding programs for bicycle projects under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). On a state level, according to the California Bicycle Transportation Act (1994), all cities and counties should have an adopted bicycle master plan that contains:

- Estimated number of existing and future bicycle commuters
- Land use and population density
- Existing and proposed bikeways
- Existing and proposed bicycle parking facilities
- Existing and proposed multi-modal connections
- Existing and proposed facilities for changing and storing clothes and equipment
- Bicycle safety and education programs
- Citizen and community participation
- Consistency with transportation, air quality, and energy plans
- Project descriptions and priority listings
- Past expenditures and future financial needs

In addition to these required elements, the Caltrans Highway Design Manual contains specific design guidelines that must be adhered to in California. Chapter 1000: "Bikeway Planning and Design" of the Manual sets the basic design parameters of on-street and off-street bicycle facilities, including mandatory design requirements.

**Los Angeles County**

The County of Los Angeles has full jurisdiction of the Los Angeles River Trail, the San Gabriel River Trail and portions of the Coyote Creek Trail. The access, maintenance and other improvements of these trails are the responsibility of the County of Los Angeles. Long Beach will try to coordinate programs and projects with the County, if the opportunity arises.

**Orange County**

The County of Orange also has jurisdiction of sections of the Coyote Creek Trail, where it lies within their boundaries.

## **Goals and Objectives of the Bicycle Master Plan**

Orange County is responsible for the access, maintenance and other improvements of the trail. Long Beach will try to coordinate programs and projects with the County, if the opportunity arises.

Goals provide the context for the specific policies and recommendations discussed in the Bicycle Master Plan. The goals provide the long-term vision and serve as the foundation of the plan. The goals are broad statements of purpose that do not provide details, but show the plan's direction and give overall guidance.

Objectives provide more specific descriptions of the goal and are supported by policy and action items. The following Goals and Objectives are intended to guide bicycle planning, design, and implementation.

These goals and objectives can be reached if there is adequate funding available. The listing of specific actions related to each goal and objective, significant changes to current funding levels or procedures are noted as follows:

- Capital Funding = C
- Operating Funding = O
- Regulatory Mechanisms Required = R
- Procedural Mechanisms Required = P

The time frame and sequence for implementing the actions listed will depend upon the availability of resources needed and prioritization.

### **Goals**

Make bicycling safer, more convenient and more enjoyable for all types of bicyclists, transportation and recreation related, with a goal to increase bicycle use by 5% by the year 2020.

Encourage more people to bicycle for transportation to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.



**Goals and Objectives,  
continued**

Develop an economical transportation option that promotes social equity.

**Objective 1.0      Bicycle Friendly Roads and Bikeways**

*Develop bicycle friendly roads and bikeways*

**Policies:**

1.1      Consider every street in Long Beach as a street that bicyclists will use.

1.2      Integrate the City's bicycle friendly roads and bikeways with surrounding bicycle friendly roads and bikeways to maximize connectivity.

1.3      Develop bicycle friendly roads and bikeways that serves the full spectrum of bicyclists.

1.4      Consider bicycle friendly design using new technologies and innovative treatments on roads and bikeways.

**Actions:**

1.1      Whenever designated bikeways are removed, they should be replaced on nearby parallel routes. (C)

1.2      Clear bike route information shall be provided to bicyclists by installing adequate signs along bikeways and by publishing bikeway system maps. (C, O)

1.3      New bicycle paths on separate right-of-ways shall be sought where it can be done safely, with convenience to bicyclists as well as being cost effective. (C)

1.4      Each time arterial and collector streets are resurfaced they should be re-striped to add width to the curb lane without compromising safety; consider designating these streets with wide curb lanes as future Class III routes. In addition, designated Class II lanes can be added where there is enough width. (C)

1.5      When any road work repairs are done by the City or other agencies such as utilities, the road shall be restored to

**Goals and Objectives,  
continued**

its original quality, with particular attention to surface smoothness and re-striping suitable for bicycling. (R)

1.6 Consider new bike lanes or wide curb lanes in new and redeveloped areas. (C)

1.7 Where feasible, design bikeways beyond the minimum required widths. (P)

1.8 Whenever capital improvement projects are done at intersections, vehicle actuation should detect bicycles. (P)

1.9 Where appropriate, consider lighting on bikeways. (C)

1.10 Auto travel lanes may be replaced by bike lanes where peak hour congestion levels are anticipated to maintain acceptable levels of service, in accordance with the General Plan, for at least five years. (P)

1.11 In order to maximize the total mileage of bicycle friendly roads and bikeways throughout the City, a combination of bike lanes and wide curb lanes may be provided on major streets even if it requires some discontinuous segments. (P)

1.12 When Class I and II lanes are added or removed or when Class III streets are reconfigured or narrowed, a public review process shall be held and should specifically include the input of the bicycle community. (P)

1.13 Consider reducing speed limits on streets with bikeways. (P)

1.14 When considering landscaping along bikeways, ensure that compatible plants or trees are used. (P)

1.15 Repeal Ordinance 10.48.60 that require cyclists to use off-street bike paths that are parallel to roadways.

**Objective 2.0 Comprehensive Support Facilities**

*Develop comprehensive support facilities for bicycling*

**Goals and Objectives,  
continued****Policies**

2.1 The City shall strive to ensure that bicycle support facilities are provided throughout Long Beach

**Actions:**

2.1 Provide convenient and secure bicycle parking at public buildings and parks. (C)

2.2 Require the use of quality bicycle racks that support bicycles well and are easy to lock to. (R, P)

2.3 Develop and distribute a manual with a set of standard design and location details for bicycle rack and lockers. The design manual should be used as a guideline for developers and building owners who will be providing bicycle parking at their site. (O)

2.4 Strengthen the Zoning Code and Congestion Management Ordinance expanding the requirements for new developments to provide safe, convenient and secure bicycle parking in new commercial, retail, industrial developments and multiple dwelling residential units. (R)

2.5 Develop an ordinance or new development mitigations requiring showers and clothing lockers in new commercial, retail and industrial developments.

2.6 Develop standards allowing reductions in auto parking as a trade-off for the provision of bicycle parking and other bicycle amenities such as shower and changing facilities. (C, O, R)

2.7 Develop a program to assist businesses in installing bike racks in retail districts. (C,P)

2.8 Add amenities such as restrooms, benches, drinking fountains, shade facilities, emergency call boxes and waste receptacles along Class I bikeways where they are appropriate and cost effective. (C,O)



**Goals and Objectives,  
continued****Objective 3.0 Connecting to Other Transportation**

*Develop and enhance opportunities for bicyclists to connect with other forms of transportation*

**Policies**

3.1 Encourage and support using bicycles in conjunction with other forms of transportation.

**Actions:**

3.1 Add bicycle lockers and racks at park and ride facilities for bicyclists to transfer to transit, carpools and vanpools. (C,O)

3.2 Develop a program to install bike racks on Long Beach Transit Buses. (C,O)

3.3 Encourage the Metropolitan Transportation Authority (MTA) to allow bicycles on all rail lines, especially the Blue Line light rail, at all times of the day.

**Objective 4.0: Bicycle Safety Awareness**

*Build awareness for bicyclists and motorists on bicycle safety*

**Policies**

4.1 The City will encourage and support the creation of comprehensive safety awareness programs for cyclists and motorists.

**Actions:**

4.1 Work with local schools to implement and institutionalize a comprehensive bicycle awareness program that teaches all children to follow the rules of the road. (O)

4.2 Encourage California State University of Long Beach and Long Beach City College to implement a comprehensive bicycle awareness program for their students, faculty and staff. (O)

4.3 Encourage employers to implement a comprehensive bicycle awareness program for their employees. (O)

**Goals and Objectives,  
continued**

- 4.4 Support a comprehensive bicycle awareness program for the general public. (O)
- 4.5 Enhance the awareness of police officers and bicycle patrols regarding the laws affecting bicyclists. (O)
- 4.6 Encourage the inclusion of bicycle awareness for bus operators in their existing training programs. (O,P)
- 4.7 Initiate a bicycle planning awareness program for all City staff who may take action that affect bicyclists. (O)
- 4.8 Support a public relations campaign to make cyclists aware of the importance of proper riding behavior, wearing helmets, using lights, and other bicycle safety issues. (O)
- 4.9 Support a public relations campaign for motorists that helps them understand the rights of bicyclists. (O)
- 4.10 Encourage the Long Beach Municipal Court to initiate a bicycle traffic school for those who get tickets for bicycle related infractions. (O)

**Objective 5.0: Bicycle Promotion**

*Promote bicycling activities for work and leisure*

**Policies**

- 5.1 Actively encourage City staff, employees, residents and visitors to use bicycles as often as possible.

**Actions:**

- 5.1 Encourage City officials and employees as well as other employers to participate in "Bike to Work Week" every May. (O)
- 5.2 Encourage California State University Long Beach, Long Beach City College, Long Beach Unified School District and private schools to coordinate a "Bike to School Day" event. (O)
- 5.3 Coordinate with bike shops and the Bikestation to distribute bicycle safety and promotional materials. (O)

**Goals and Objectives,  
continued**

5.4 Develop and provide a local bicycle map with promotional and safety information. (O)

5.5 Coordinate with the Long Beach Convention and Visitors Bureau and the Long Beach Chamber of Commerce to encourage bicycling. (O)

**Objective 6.0 Funding Sources**

*Identify and pursue all potential funding sources*

**Policies**

6.1 Prioritize projects to best use available funds

6.2 At a minimum, fund bicycle projects at a level commensurate with the current percentage of trips made by bicycle (currently 1%).

**Actions:**

6.1 Follow all federal, state, county and local funding source guidelines and prepare projects to meet these guidelines. (O)

6.2 Coordinate with neighboring cities and counties to apply for regional funds. (O)

6.3 Continue to seek opportunities to implement bicycle projects and/or bicycle friendly improvements as part of other capital improvement projects. For example, stripe new bike lanes when streets are resurfaced, reconfigured or reconstructed. (O)

6.4 Consider the construction of new bicycle facilities and/or bicycle friendly improvements in conjunction with new development. (O, R)

6.5 Consider using traffic mitigation funds for bicycle projects and/or bicycle friendly improvements. (O)

6.6 Seek additional funding which can be generated from other sources, programs, or organizations as they become available.(O)

**Goals and Objectives,  
continued****Objective 7.0                      Maintenance and Monitoring**

*Enhance ongoing maintenance, and monitoring of BMP*

**Policies**

7.1     Ensure ongoing efforts that support the Bicycle Master Plan in relation to maintenance and monitoring .

**Actions:**

7.1     All new capital improvement projects shall go through a review process to ensure consistency with the Bicycle Master Plan. (O,P)

7.2     Continue to implement a surface management system to maintain a smooth riding surface. Surfaces should be maintained at least as close to the curb as one foot which may require the use of alternative materials other than concrete or asphalt. (C,O)

7.3     Consider an accelerated surface maintenance schedule for all designated bikeways. (C,O)

7.4     Continue the maintenance program to sweep streets and designated bikeways on a regular basis. (O)

7.5     Continue the maintenance program to keep bikeway signage and paint in good condition. (O)

7.6     Establish a baseline of bicycle counts and then continue to count the progress of bicycle use on a regular basis, especially on recently installed bike lanes or paths. (O)

7.7     Continue to monitor bicycle accidents and their locations. (O)

7.8     Initiate a maintenance improvement program which would allow bicyclists to report hazards and inconveniences, and have those things repaired in a timely manner. (O)

7.9     Establish a bicycle hotline to report safety hazards, other problems or suggestions by telephone, fax, e-mail and other new technologies.(O)

Goals and Objectives,  
continued

**Objective 8.0**                      **Bicycle Planning**

*Continue to maintain the bicycle programs with ongoing planning.*

**Policies**

8.1     Ensure ongoing efforts that support the Bicycle Master Plan in relation to planning.

**Actions:**

8.1 Consider the creation of a City position of Bicycle Coordinator or Mobility Coordinator to plan and implement the Bicycle Master Plan. (O,P)

8.2 Consider the creation of a Bicycle Advisory Committee comprised of local bicyclists, City staff and other interested parties. (O,P)

8.3 Evaluate the needs to update the Bike Plan every two years. (O)

8.4 Prepare and submit to the City Council an annual Bicycle Master Plan implementation report. (O)